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UNCLAS PARIS 002630

SIPDIS

SENSITIVE

STATE FOR EB/TRA, EUR/WE, EUR/ERA, AND S/CT  
DHS FOR BTS-OPERATIONS, TSA-INTL AFFAIRS-DTIEDGE, JNIKOLAO  
AND CBP-RMICHAUD  
DOT FOR OST S-1 (FLAHERTY) AND S-60  
BRUSSELS FOR FAA-KEDWARDS

E.O. 12958: N/A

TAGS: [FAIR](#) [PTER](#) [FR](#) [EUN](#)

SUBJECT: SEEKING CLARIFICATION ON SECURITY REGULATIONS AND  
REQUIREMENTS FOR PRIVATE AIR TRAVEL TO THE U.S.

NOT FOR INTERNET DISTRIBUTION

1. (U) This is a request for guidance. See para 4.

2. (SBU) We were recently made aware of at least one case in which the CEO of one of France's largest companies, with significant investments and business interests in the U.S., was denied permission to fly, in a private European-registered aircraft, to the U.S. The traveler's subsequent investigation into the refusal and the overall USG requirements for private (not-for-profit, or Part 91) operation into the U.S. was extremely confusing to both the traveler and his staff. The traveler was confused about the several-day approval period for an International Fleet Waiver, the status about the waiver's applicability to members of the crew, and when a flight routing itinerary is required rather than requested. The CEO approached the Ambassador seeking clarification, and even with substantial substantive resources at Post, we found it difficult to explain exactly what the requirements are.

3. (SBU) We understand that tighter controls on all air travel into the U.S. has become a necessity and a reality after September 11. However, we are concerned that opaque and downright impenetrable rules and requirements may be dissuading and preventing travel to the U.S. by individuals who need to travel there (often on short notice) for legitimate business reasons. Typically some of these individuals and their firms are heavily invested in the U.S. and responsible for the creation of American jobs.

4. (SBU) Action request: We would be grateful if relevant Washington agencies could coordinate and develop clear, concise, requirements and procedures for not-for-profit private aircraft travel to the U.S. that could be provided to Embassies. Ultimately, we would want to be able to place such requirements on our website or to be able to explain the requirements when asked. (For example, visa requirements for such individuals, indeed for all French citizens, are available on our website and comparatively easy to understand.) Ideally, we would be able to pass a one or two-page information sheet to important contacts who need to make such travel to the U.S. We would be grateful if Washington agencies could provide us with clear, concise guidance and information on relevant U.S. requirements that would give particular emphasis to the time required (i.e. how many days in advance) for obtaining necessary waivers and approvals.

WOLFF